Amendments to the Specification are as follows:

Please amend the paragraph beginning on page 1, line 18 and ending on page 2, line 8 as follows:

(Amended) As a heretofore known passive remote keyless entry (RKE), a system construction is known in which a mechanical key for starting and operating an ignition of a motorcar can be fitted to a mobile device and a transponder is incorporated, and which has an immobilizer function for giving permission of an engine start through wireless communication. According to this passive keyless entry function, communication is first made between a mobile device and a car-mounted device, the car-mounted device releases door lock of a door on the driver-'s seat side when the mobile device is authenticated as being proper through that communication, and a driver can then open the door on the driver-'s seat side and can get into the motorcar. When the car-mounted device communicates with the transponder and authenticates the transponder as being proper through that communication, the immobilizer function permits the starting operation of the ignition. When this setting is made, the driver can start and operate the ignition by use of a mechanical key.

Please amend the paragraph on page 2, lines 9-19 as follows:

(Amended) The communication ma-de in this case between the car-mounted device and the transponder is as follows. First, the car-mounted device transmits a request signal containing a password and a cipher code of a random number to the transponder. Next, the transponder returns an answer signal containing an answer message and an ID inherent to the transponder in response to the request signal. Receiving this answer signal, the car-mounted device permits the starting operation of the ignition when it authenticates the answer message and the ID as being correct. This authentication procedure is referred to as "immobilizer authentication".

Please amend the paragraph on page 3, lines 8-14 as follows:

(Amended) The means described above is effective when only one driver uses a motorcar substantially exclusively. When the wholeall the

2

members of a family or a plurality of people uses one motorcar as in the case of America and Europe, however, the transponder lastly accessed is not always used next time even when this transponder is stored, and the means cannot be said asto be always effective.

Please amend the paragraph on page 5, lines 1-9 as follows:

(Amended) In this case, when the immobilizer authentication portion in the means described above cannot make immobilizer authentication in the first immobilizer authentication process, the immobilizer authentication portion extracts a combination of the ID of the mobile device immediately ahead of the mobile device that lastly makesmade communication and the ID of the transponder from the combination ID preservation portion, and executes again the authentication process for the transponder having the ID so extracted.

Please amend the paragraph on page 5, lines 10-19 as follows:

(Amended) According to such a construction, even when authentication of the transponder first accessed proves unsuccessful, the combination of the ID of the mobile device immediately ahead of the mobile device that lastly makesmade communication and the ID of the transponder is acquired from the combination ID preservation portion and the authentication process is again executed for the transponder thus acquired. In this way, immobilizer authentication can be executed with a higher probability and with a smaller number of times of access, too.

Please amend the paragraph on page 6, lines 13-16 as follows:

(Amended) Fig. 1 shows keyless entry for executi-ng immobilizer authentication according to an embodiment of the invention, and is a block diagram showing its principal construction and its peripheral portion.

Please amend the paragraph beginning on page 14, line 27 and ending on page 15, line 8 as follows:

(Amended) In keyless entry of this embodiment for executing immobilizer authentication, the ID of the mobile device 1 and the ID of the transponder are stored as the combination ID for the mobile device 1 and the transponder fitted to the mobile device 1, the mobile device that lastly

3

makesmade communication is selected and access is made to the transponder having the ID combined with the ID of that mobile device. Therefore, immobilizer authentication can be made with a smaller number of times of access.

4